

## CARDENAS HARBOR

### Ensign and Four Seamen of Winslow Killed.

Small American Fighting Boats Made a Dashing Attack—Ran into a Fearful Fire.

(Below is the first publication here of the first real fight in the Atlantic.)  
KEY WEST, Fla., May 12.—When the United States gunboat Hudson came up to the government dock at 8 o'clock this morning the bodies of five dead men were lying on her after deck. They were the remains of Ensign W. Bagley and four members of the crew of the torpedo boat Winslow, who were killed in an engagement in Cardenas harbor yesterday afternoon. The bodies were covered by the Stars and Stripes.

The engagement took place inside the harbor of Cardenas. The gunboat Wilmington, the torpedo boat Winslow and the gunboat Hudson were the only vessels engaged. They entered the harbor for the purpose of attacking some Spanish gunboats which were known to be there. These latter, however, were not discovered by the American force until the Spaniards opened fire. The land batteries of Cardenas supported the fire of the Spanish gunboats. The engagement commenced at 2:05 p. m., and lasted for about an hour.

The battle, while it lasted, was terrific. The Wilmington and the Hudson were ahead and opened fire on the Spanish boats which were lying at the docks. The firing began at a range of 3,500 yards.

A few minutes later the Winslow came up and also opened fire. In an instant the entire attention of the Spanish fleet and land batteries was directed upon her. From all sides shot and shell seemed to pour in upon the little torpedo boat.

The Wilmington and the Hudson still kept up their fire, but they could not turn aside the terrible storm of fire and death pouring in upon the torpedo boat.

The crew of the Winslow, however, never faltered for a second. At 2:35 p. m. a solid shot crashed into the hull of the Winslow and knocked out her boiler. In an instant she began to roll and drift helplessly. Then came a moment of awful suspense. A fierce cheer of triumph went up from the Spaniards on the gunboats and in the batteries, and again a storm of fire was opened up on the helpless boat.

The gunboat Hudson, which was lying near by, started to the assistance of the Winslow. She ran alongside the torpedo boat and tried to throw a line to the imperiled crew.

Up to this time, with the exception of the shot which disabled the boiler of the Winslow, the firing of the Spanish gunboats had been wild, but as the Winslow lay rolling in the water the range grew closer and shells began to explode all about her.

It was difficult for the Hudson to get near enough to throw a line to the Winslow's crew, so terrible was the fire all about her.

Finally, after about twenty minutes, the Hudson approached near enough to throw a line.

Ensign Bagley and six men were standing in a group on the deck of the Winslow.

"Heave her! Heave her!" shouted Bagley, as he looked toward the commander of the Hudson and called for a line.

"Don't miss it," shouted an officer from the Hudson, and with a smile Bagley called back: "Let her come. It's getting too hot here for comfort."

The line was thrown and, at the same instant, a shell burst in the very midst of the group of men on board the Winslow.

Bagley was instantly killed and a few others dropped about him. Half a dozen more fell groaning on the blood-stained deck. One of the dead men pitched headlong over the side of the boat, but his feet caught in the iron rail and the body was hauled back.

Bagley lay stretched on the deck, with his face completely torn away and the upper part of his body shattered.

It was a terrible moment. The torpedo boat, disabled and helpless, rolled and swayed under the fury of the fire from the Spanish gunboats. When the shell burst in the group on board the Winslow another wild shout of triumph went up from the Spanish boats and batteries, and again a heavy fire was opened on the torpedo boat.

Finally the Hudson succeeded in getting a line on board the Winslow and was towing her out of the deadly range, when the line parted and again both boats were at the mercy of the Spanish fire.

At 3:50 p. m., the Hudson managed to get another line on the deck of the Winslow, but there were only three men left at that time to make it fast.

The line was finally secured, and the Winslow was towed up to Pedras island, where she was anchored, with her dead and wounded on the deck.

The Spanish loss is not known but it must have been quite heavy. Shouts that Spaniards had been killed and wounded could be heard by the Americans.

"Do we—" he began.

"No sir," snapped the editor, "we don't, and, by Jove, I should think that by this time you would know

better than to try to shove an old chestnut like that in on a civilized community. Why, we said that in the head lines in letters as long as your hair, the morning after the scrap, and a thousand imitators have followed our example. And not only that, sir, but we don't want anything about 'Dewey eyes,' nor 'De-he! Don't he!' nor 'Didn't he dewey up brown?' nor 'Dew-Dew, Huckle-berry-Dewey,' nor 'Yankee Deweyde Dew,' nor 'Give the Spaniard his Dewey,' nor 'We knew our Deweyty, nor—'

The visitor coughed again nervously and slid up close to the desk.

"Poor man, poor man," he said, kindly, and the boy looked sorry.

"What the—?" began the editor.

"Excuse me," interrupted the visitor, as the exasperated editor was about to say what Dewey gave the Spaniards at Manila, "I think you must be mistaken. I was going to say do we—"

"And I say don't say it," exclaimed the editor.

But the visitor would not listen.

"Do we," he persisted, "do we go to the floor above or the floor below to pay for our subscription?" and the editor felt helpless across his desk, laughing hysterically. —Washington Star.

### SAILOR MISSING.

A Man at Sea From Waianae Since Last Wednesday.

A telephone message was received at the Police Station yesterday forenoon to the effect that a Portuguese from Waianae had been lost at sea.

The circumstances of the case are as follows: Jacintho, the Portuguese in question, started from Waianae in a fourteen-foot sail boat last Wednesday with the intention of coming to Honolulu where he had already sold the craft. He was an expert fisherman and no one thought but that he would reach the city in safety. On Friday he was seen near the light-house at Barber's Point. Since then he has not been heard of and his friends have grave fears as to his safety. A number of Portuguese from the city have started out in a large sail boat in search of Jacintho. The missing boat was painted dark red and had two sails.

### The Old Heela.

The schooner Lady, formerly the Heela, came to Honolulu from the other side of the island yesterday forenoon and will return with a cargo of general merchandise in a day or two.

It will be remembered that the Heela went on the rocks at Punaluu four or five months ago. She was rescued from her perilous position and necessary repairs were made. Her name was then changed to Lady. She is as good as new now and will make regular trips between Honolulu and ports on the windward side of this island.

### Salaries for Kahunas.

The bill for the preservation of the heiau came before the House yesterday. Representative Isenberg asked if any provision had been made for the payment of salaries of the kahunas, who should attend and exhibit these ancient institutions. The bill may have to be amended in accordance with this suggestion.

### Gamblers Fined.

In the Police Court yesterday the gang of Chinese gamblers captured at the old Chinese theatre last week, plead guilty to the charge of gambling. The two men who had charge of the table were fined \$10 and costs while the remaining 15, the players, were fined \$5 and costs.

### Notice to Ship Captains.

U. S. Branch Hydrographic Office, San Francisco, Cal.  
By communicating with the Branch Hydrographic Office in San Francisco, captains of vessels who will co-operate with the Hydrographic Office by recording the meteorological observations suggested by the office, can have forwarded to them at any desired port, and free of expense, the monthly pilot charts of the North Pacific Ocean and the latest information regarding the dangers to navigation in the waters which they frequent.

Mariners are requested to report to the office dangers discovered, or any other information which can be utilized for correcting charts or sailing directions, or in the publication of the pilot charts of the North Pacific.

W. S. HUGHES,  
Lieutenant, United States Navy.

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## IN FOND MEMORY

(Continued from First Page.)

followed by the members of the Army and Navy Union, joined the first part of the procession and marched up Alaka'a street. The procession then continued up Emma and turned over on Vineyard to Fort. From Fort the line of march was across School to Nuananu and up to the cemetery.

The procession was not as large as it was last year but the appearance was fine. There was an absence of the police as well as officials of the Government.

There were in all six companies of volunteers and two of regulars in the procession. Their excellent marching was commented upon frequently by people along the way. Col. Fisher was in command of the Regiment.

There were three wagonettes used by the members of the G. A. R. In the first, with Post Commander Greene and other veterans, rode Lieut. Winterhalter and Assistant Paymaster Du Bois of the Bennington. Each of the G. A. R. men carried a small bouquet of flowers with which to decorate the graves of their dead comrades.

The detachment of members of the Army and Navy Union was twenty-three strong and in command of Chief Master-at-Arms McKay. Of these, 20 were from the Bennington and three from the city. The latter brought up the rear. The band, in command of Captain Berger and the drum corps, were never in finer shape.

Everything went off in good shape from the start at the Drill Shed to the end of the march at Nuananu Cemetery and for this a great deal of credit must be given to Col. De La Vergne, the Marshal of the day.

Upon returning from the cemetery the soldiers escorted the Bennington company back to the boat landing and then returned to the Drill Shed.

## WHARF AND WAVE.

The C. F. Crocker has just about left Newcastle for this port with a full cargo of coal.

The Hawaiian bark Mauna Ala, Smith master, sailed for San Francisco Saturday with a cargo of 1658 tons of sugar.

The James Makee reported the following sugar left on Kauai: Kealia, 2500; Koloa, 1800; Makaweli, 7500 and Kekaha, 900.

The Ke Au Hou of the Inter-Island fleet is laid up for repairs. She will not be on her regular run again for two or three weeks.

The C. B. Kenny is expected here with a load of Departure Bay coal for the Inter-Island Company during the latter part of June.

The bark Ceylon from this port arrived in Hilo on May 25th. The Rodrick Dhu sailed from the same port for San Francisco on the 22d.

The W. G. Irwin has finished taking on sugar and will sail for San Francisco today. The Albert will likewise get away today or tomorrow.

The American barkentine Planter, Dow master, sailed for Laysan Island yesterday with provisions. She will return here with a cargo of guano for H. Hackfeld & Co.

The ship J. B. Walker which anchored off Port Thursday morning for the purpose of learning the latest war news, continued on her way to New York last evening.

The American schooner King Cyrus sailed for San Francisco yesterday morning with a cargo of 21,499 bags of sugar, weighing 2,544,515 pounds and valued at \$87,251.

The American schooner Jessie Minor, Whitney master, arrived in port Saturday, 19 days from Eureka with a cargo of lumber for the O. R. & L. and Allen & Robinson, as well as a consignment of hogs for E. C. Winston. She is now at the railway wharf.

The German ship Marie Hackfeld, Kruse master, arrived in port and hauled alongside Brewer's wharf late yesterday forenoon, 149 days from Bremen with a cargo of 2,700 tons of general merchandise for H. Hackfeld & Co. An uneventful trip was experienced.

The W. G. Hall from Kauai ports Saturday reported 12,000 bags of sugar left on Kauai and distributed as follows: K. S. M., 3000; V. R., 550; Diamond W., 1200; K. P., 3000; Mak., 2000; G. & R., 450; M. S. Co., 2000. The sheep shearing season is over on Niihau and there are 168 bales of wool stored in the warehouse at Lonoapapa. Kekaha started grinding on Friday and Koloa sugar mill has ceased for the season. The weather all over Kauai was fine when the Hall sailed.

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## SHIPPING INTELLIGENCE.

### VESSELS IN PORT.

NAVAL.  
U. S. S. Charleston, Glass, San Francisco, May 29.  
U. S. S. Bennington, Nichols, cruise, March 10.

MERCHANTMEN.  
(This list does not include coasters.)  
Br. ship Western Monarch, Evans, Liverpool, March 10.

Am. bktn. Jane L. Stanford, Johnson, Newcastle, N. S. W., April 4.  
Ship A. J. Fuller, Nichols, New York, April 6.

Am. schr. Defiance, Blohm, Newcastle, April 21.

Am. schr. King Cyrus, Christiansen, Newcastle, N. S. W., May 1.

Arg. bk. Himalaya, Dearborn, Newcastle, N. S. W., May 1.

Haw. bk. Mauna Ala, Smith, San Francisco, May 6.

Am. bktn. Amelia, Willer, Seattle, May 10.

Am. schr. Annie M. Campbell, Freiburg, Port Townsend, May 10.

Am. bktn. Planter, Dow, San Francisco, May 12.

Ger. bk. J. C. Glade, Stege, Liverpool, May 13.

Am. bktn. Irmgard, Schmidt, San Francisco, May 17.

Am. brigtn. W. G. Irwin, Williams, San Francisco, May 19.

Am. schr. Jessie Minor, Whitney, Eureka, May 28.

Ger. ship Marie Hackfeld, Kruse, Bremen, May 30.

### ARRIVALS.

Friday, May 27.

Stmr. Noeau, Pederson, from Kilauea.

Stmr. James Makee, Tullett, from Kapaau.

Stmr. J. A. Cummins, Searle, from Oahu ports.

Stmr. Waialeale, Parker, from Oahu ports.

Stmr. Noeau, Pederson, from Kilauea.

Stmr. Kauai, Bruhn, from Makaweli.

Stmr. Maui, Freeman, from Laupahoehoe.

Stmr. Iwalani, Gregory, from Kona and Hamakua.

Saturday, May 28.

Stmr. J. A. Cummins, Searle, from Waimanalo.

Am. schr. Jessie Minor, Whitney, from Eureka.

Stmr. Upolu, Hellingesen, from Hawaii ports.

Stmr. Kaena, Mosher, from Oahu ports.

Stmr. Mokoli, Bennet, from Molokai, Lanai and Maui.

Stmr. Kinau, Clarke, from Maui and Hawaii ports.

Stmr. Mikahala, Thompson, from Kauai ports.

Sunday, May 29.

U. S. S. Charleston, Glass, San Francisco.

Stmr. James Makee, Tullett, from Kauai ports.

Am. schr. Lizzie Vance, Hardwick, bound from Newcastle for San Francisco. (Anchored off port.)

Stmr. Claudine, Cameron, from Maui ports.

Stmr. W. G. Hall, Haglund, from Kauai ports.

Monday, May 30.

Ger. ship Marie Hackfeld, Kruse, 149 days from Bremen.

### DEPARTURES.

Friday, May 27.

Am. schr. King Cyrus, Christiansen, for San Francisco.

Am. bktn. Planter, Dow, for Laysan Island.

Stmr. James Makee, Tullett, for Kapaau.

Stmr. Mauna Loa, Simerson, for Maui and Hawaii ports.

Stmr. J. A. Cummins, Searle, for Oahu ports.

Saturday, May 28.

Haw. bk. Mauna Ala, Smith, for San Francisco.

Stmr. Iwalani, Gregory, for Honolulu and Kukuhaele.

Stmr. Mokoli, Bennet, for Molokai, Lanai and Maui ports.

Stmr. Kaena, Mosher, for Oahu ports.

Stmr. Waialeale, Parker, for Oahu ports.

Stmr. Noeau, Pederson, for Lahaina and Kaanapali.

Am. schr. Lizzie Vance, Hardwick, from anchorage off port to San Francisco.

### VESSELS LEAVING TODAY.

Stmr. Mikahala, Thompson, for Niihau and Hanalei at 4 p. m.

Stmr. Kinau, Clarke, for Hawaii and Maui ports, at 10 a. m.

Stmr. W. G. Hall, Haglund, for Niihau (passengers only), Koloa and Kekaha.

### PASSENGERS.

Arrivals.

From Kona and Hamakua, per stmr. Iwalani, May 27—J. F. Humburg, G. H. Dunn and 7 on deck.

From Kauai, per stmr. Noeau, May 27—Dr. Mitamura, wife, 2 children and 6 on deck.

From Kauai ports, per stmr. Mikahala, May 28—J. M. Kaneoka, M. Nunes, Wa Yong and 5 on deck.

From Kauai ports, per stmr. W. G. Hall, May 29—W. J. Lowrie, Miss Lowrie, G. N. Wilcox, W. H. Rice and son, Mrs. J. M. Lydgate, Mrs. Macdonald, Miss H. Gandall, Chas. Blackie and wife, S. W. Cowles, H. C. Schmidt, M. F. Prosser, E. R. Valentine, R. Waialeale and 32 on deck.

From Hawaii, per stmr. Kinau, May 28—Volcano: Peter Lee, R. Hellett and wife, Miss J. W. Cooke, Miss K. M. Cooke, W. O. Atwater, Mrs. Stewart Wayports, C. S. Peachy, D. Howard Hitchcock, C. A. Holt, Mrs. G. W. A. Hapai, Mrs. E. A. Collins, Miss

M. A. Chamberlain, Miss Elizabeth Brown, S. Hirai, Rev. S. Sokawa, Rev. D. Sarakura, John Miller, E. W. Barnard and wife, Chu Kni, C. V. E. Dove, E. P. Low, Mrs. E. Norrie and son, Miss I. Richardson, Miss H. Gay, Mrs. T. Parker, J. W. Waldvogel and wife, G. P. Wilder, Mrs. Buchanan, T. R. Keyworth, Mrs. E. F. Ward, L. Aseu, Mrs. Akiu and child, Rev. Kong Fei Yim, Mrs. B. Bailey, Miss M. Smith, Rev. S. W. Kekuewa, W. H. Rapley, Chu Fan, Pee Quong, Rev. T. Okamura, A. Enos and wife, T. Katpoo, T. Akeona, and 83 deck.

From Maui ports, per stmr. Claudine, May 29—H. P. Baldwin, Mrs. L. Lampe, Master Oht, Mrs. S. A. Dowsett, Miss G. E. Kopke, F. G. Douse, wife and child, W. F. Storey, Theo. Wolff, Chas. Hancock, P. Besser, W. H. Cornwell, Awana, Miss M. Kellie, W. T. Masuda, Ting Ah Ling, Ah Moy, H. A. Heen and 28 deck.

### Departures.

For Kauai, per stmr. James Makee, May 27—H. Wolters, Miss M. Wolters, A. H. Smith, C. H. Bishop.

For Kona and Kau, per stmr. Mauna Loa, May 27—K. Makahalupa, W. F. Pogue, C. A. Johnson, H. Willgeroth, Geo. F. Carsley, Yock Tin, W. H. Cornwell, W. H. Crozier, C. K. Al. A. Cockburn, H. P. Baldwin, Mrs. F. W. Carter, H. M. Whitney, Rev. C. R. Brown and wife, S. Lazaro.

### TIDES, SUN AND MOON.

DAY.	May 30th	High tide Larger.	High tide small.	Low tide Larger.	Low tide small.	sun rise.	sun set.	moon rise.
Mon.	50	5 p.m.	5 p.m.	5 a.m.	5 p.m.	5.50	5.17	6.50
Tues.	51	1.5	5 a.m.	5.50	7.57	5.17	6.55	2.
Wed.	1	1.49	0.40	6.55	8.57	5.17	6.58	4.
Thurs.	2	1.73	1.52	8.4	9.50	5.17	6.58	4.
Fri.	3	2.01	1.52	9.44	9.50	5.17	6.58	5.
Sat.	4	3.38	3.15	8.22	11.50	5.17	6.59	7.
Sun.	5	4.41	4.	9.4	4.	3.17	6.40	8.

The tides and moon phases are given in standard time. The time of sun and moon rising and setting being given for all ports in the group are in local time, to which the respective corrections to standard time applicable to each different port should be made.

The standard time whistle sounds at 2h. 0m. 0s. (midnight), Greenwich time, which is 1h. 30m. p. m. of Hawaiian Standard time.

### METEOROLOGICAL RECORD.

By the Government Survey. Published Every Monday.

DAY.	Barom.	Therm.	Wind.	Force.	Rel. Hum.	Clouds
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